POPULAR SCIENCE.

Failibility of Instinct. It has been a favorite notion, not y tirely obsolete, that instinct in animals t independent faculty, a direct gift of the Creative Mind. The wonderful art displayed in insect architecture, and the uninstructed have suggested this belief or it may have arise from the general disposition to atlenomena, not otherwise explained,

Andlace, in his excellent work on the for he found immense numbers of a f boring-beetle buried in holes of making. They had, in their usual r, perforated the bark of a tree which sen felled by the natives, the sap of which hardened like gutta-percha on exposure to air, thus gluing up securely the unfortuhate insects. Their instinct directed them to perforate the bark, probably to deposit their eggs, but it did not detect the hidden danger. He remarks:- "If these trees have an odor attractive to this species of insects, as is probable, it might lead to their extinction: whereas other species, to which the odor is disagreeable, would avoid the trees, and be credited with an instinct which was, after all, but a simple sensation." He thinks it is donbiful whether what we call instinct is anything more than hereditary habit, dependent on delicate modifications of sensation.

This view is sustained by some of our most eminent physiologists. It seems to be deaminent physiologists. It seems to be promonstrated that instinctive impulse is proceeded by conscious sensation. By various ceded by conscious sensation. experiments on vertebrate as a sais, it is shown that the large ganglion of grey matter-the tuber-annulare-is the sent of this peculiar consciousness, and of the reflex action which we term instinct or instinctive impulse. Its operation is independent of the brain. It is most complete in those animals in which no train exists. In the higher animals its func-tions continue after the hemisphores are frozen or destroyed.

Instinct is, perhaps, unfailing within certain limits. It builds a six-sided cell, and makes in the back a hole which is perfectly circular. In this there may be neither failure nor improvement; but in choice of material for food, of habitation, or conditions for developing their young, they may not select well. It is quite possible that species of animals die out, as suggested by our author. Not, indeed, because they have in them an unfailing guide, but because they have it not, but are guided by sensations which, however delicate, sometimes fail them when brought into new and untried conditions.

Blology. Among the various departments into which science is subdivided, biology is one which is explained to be the doctrine of forms and functions. Certain it is that nature acts by terminate laws in reproducing the same through indefinite periods of duration. How it so has pens that the brilliant colors in the plumage of the peacock, or the stripes on the zebra, or spots on the leopard's skin are there, is quite beyond our ken. The fact is undeniable that it is so, and there philosophy leaves the subject. Each one of the internal organs has a definite shape, color, weight, and specific function to perform. Why all that occurs, or how each and every one of o, can no more readily be ined than external forms. them should be elucidated of

life. Both of those studies have their value, ral opinion has been that they are because they carry a convincing evidence on their frontlets that if we can not explain the rationale of what is transpiring in vegetable animal growth, or what makes the sap run the one or blood in the other, we can not eny the existence of a Superior Power somehere, which originated all vitalized mechanm and set it in motion. Forms and funcons, therefore, are the definite expressions of Almighty agency.

Zodinenl Light.

The staking coincidence between the extreme hear of the year 1868 and the almost total absence of zodiacal light, was very remarkable. This light, so brilliant in 1867 that, even on the first days of the new toon, it was quite perceptible, was hardly distinguishable last year from the stellar rays. Since the month of December last, however, it has reappeared with a considerable degree of brilmcy, but without ever attaining the splendid beauty of 1867. The intermittent nature of this light has long been observed, but, unfortunately, no regular note has been taken of the time of decrease or increase in brightness which might give an idea of the period of rotation. It is evident that the greater or less degree of thickness of this solar envelope is one of the principal causes of variations in annual temperature. Another observation that has frequently been made is, that zodiacal light, which often makes the round of the whole visible heavens, always leaves a space exactly at the zenith.

Mr. W. R. Birt, in a letter to the Athe

ust southwest of the

wed sides of the crater cutting through

the faut on the northeast. The fourth change

that of the production of several valleys on

the east of the high land; the fifth, the pro-

duction of a line of cliffs of considerable ex-

tent, which abruptly terminates the high land

23 miles in diameter, which obliterated in its immediate neighborhood the furrows upon

the east flank of the crater to the west, and

chased up the valley to the east. The order

of succession of the two craters can, there-fore, be as well established as the order of

casion of two geological formations on earth. The last change in this remark-

on the northeast. The posteriority of the forma tion of the cliffs is consequently unquestionable. Next came the protrusion of a crater of about

17 miles in diameter. The

eriority of the production at of the fault consists of

ighboring crater with which it is quite ormable. These changes are strictly dance with what we see on the earth, nothing in them of an extraordinary

Chemical Affinities.

The changes which may be rung upon a peal of bells are absolutely insignificant in comparison to the number of bodies which might be produced by the intercombination of the known chemical elements. An alchemist-one of the last of his race-after contemplating the multitude of created things, and the discoveries of his still-imperyan 'rehipelago, notices a fact which | fect science, said: "I marvel not that God snow-that instinct is not always in- has created so many things, but rather that He did not, from the materials at His command, create an infinitely greater number."

Arthulal Stone. M. Coignet, in his report to the Society of Civil Engineers, shows to what perfection the or of manufacturing artificial stone has ached in France. In the composition of his stone the following indications are given: or walls, four or five parts of sand and one of lime; a line of masoury one yard high can e raised daily. For the lighthouse of Port said, with an elevation of fifty-five yards, to be finished within five months, the sand of the desert will be used; it will be run up without any danger at the rate of half a yard daily. For vaults, from a quarter to a half part of cement is added to the above composition, for the purpose of increasing security. For pavement, able to resist hard scrubbing, the composition is four to five parts sand, one ime, and one part cement. Quarry said ad ordinary lime may be safely ased; in the

In constructing artificial stone the comnovelon of the four sides of a block is by no means sufficient, for then the middle would not be solidified; the recent accidents that happened in America are more than sufficient to prove this assertion; the composition must be made in successive layers, each of which must be properly compressed. By acting on this principle M. Coignet has obtained pavements, flag-stones, bricks, etc.; the last, made by an automatic machine, cost very The maximum of hardness is ob ained with a mixture of four to five parts sand, one part lime-powder, and one part ement. Artificial stones can be hewn like midding-stones, and present then a wrinkled spicarance.

forest of Fontainebleau the stone is made with

sand of almost impalpable fineness.

Tropical Vegetation. It is a very prevalent opinion that tropical countries far surpass temperate countries in he abundance and brilliancy of the flowers, and in the magnificent appearance of hundreds of forest-trees covered with masses of colored blossoms. On this subject, Mr. Wallace (than whom few have had better means of judging) says;-"My whole experience in the equatorial regions of the West and the East has convinced me that, in the most luxuriant parts of the tropics, flowers are less abundant, on the average less showy, and are far less effective in adding color to the landscape, than in temperate climates. The erroneous view has arisen, he thinks from our gathering together into close proximity in our hot-houses the finest flowering plants, which in nature are found widely

Theory of the Seasons. It is well understood that the cause of the phenomena of seasons is the inclination of the earth's axis to the plane of its orbit; and the differences of terrestrial climate from the present, which are believed to have existed in Physiology better understood than biology, yet that early opens the way for thoughtful speculation, without affording very satisfactory information on the laws of and due to the varying attractive influences of the planets. But a book has just been published by Mr. Samuel Mossman, in which the change is ascribed to geological causes. His theory is as follows:- "The earth, in an early period of its history, had its axis of rotation at right angles to the plane of its orbit. At this time its surface was all water-no land had yet been up heaved. Volcanic agencies, acting then with greater violence than in recent times, because of the less resistance of the earth's crust, east up in a succession of upheavals the continents of the Northern hemisphere. This upheaval of land in the Northern was accompanied by a complementary depression in the Southern hemisphere; the formation of the continents in the latter hemisphere did not occur till a much later period in the earth's history. This disturb ance of the position of the solid portions of the earth threw by degrees the axis of the earth's rotation into obliquity with the plane of its orbit, until this obliquity, by the succession of upheavals, became at least twice as great as it is at present. A transference of volcanic activity from the Northern to the Southern hemisphere, producing there the Southern continents, but principally that of South America, then took place, giving rise to a gradual diminution of the obliquity of the earth's axis, still going on at the present time. This degree of obliquity was greatest at the commencement of the older tertiary formation, and ; * that period, therefore, the ete enjoyed by Europe began to

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RAILROAD LINES.

READING RAILROAD, GREAT TRUNK LINE from Philadelphia to the laterfor of Pennsylvanta, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

Canadas.
Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.
At 7:20 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 2:15 P. M. MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbary, Williamsport, Elmita, Rochester, Niagara Falls, Burfalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

770 A. M. train connects at READING with

Fast Pennsylvania Hallroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harristonry, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanaa trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at \$30 P, M, for Itenaling, Pottaville, Harrisburg, etc., connecting with Realing and Columbia Ballroad trains for Columbia, etc., POTTSTOWN ACCOMMODATION.

Leaves Politations at \$600 A, M, expression at large-

Leaves Pottstown at 625 A. M., stopping at intermediate stations; arrives in Philadelphia at 840 A; M. Returning, leaves Philadelphia at 426 P. M.; arrives in Pottstown at 630 P. M. READING AND POTTSVILLE ACCOMMODATION, Leaves Pottsville at 540 A. M. and Reading at 740 A. M., stopping at all way stations; arrives in Philadelphia at 1845 A. M.

Hetarning, leaves Philadelphia at 545 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 240 P. M.

P. M.
Trains for Philadelphia leave Harristong at 840 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternson trains leave Harristong at 2
P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M.
Harristong Accommodation leaves Reading at
7-15 A. M. and Harristong at 4:10 P. M. Connecting
at Reading with Afternson Accommodation south
at 6-30 P. M., arriving in Philadelphia at 9-15 P. M.
Market train, with a passenger car attached, waves
Philadelphia at 12:15, noon, for Pottsville and all way
stations; leaves Pottsville at 5-30 A. M., connecting
at Reading with accommodation train for Philadelphia at 8-26 diagrams. if Reading with accommodation train for Philade his and all way stations.

All the above trains ran daily, Sundays excepted,
Sunday trains leave Potsyule at S A, M., and
Handelphia at 248 P. M. Leave Philadelphia for
Rending at S A, M.; returning from itending at 4.25
P. M.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and Informedure points rate the 1739 A. M., 1235, and 470 P. M. trains from Philadelphia. Returning from Downingtown at 610 A. M., I and 545 P. M.
PERKIOMEN RAILEGAD.

PERKIOMEN RAILEGAD.

PERKIOMEN RAILEGAD.

Passengers for Schwenksville take 7:30 A. M. and 4:30 P. M. trains from Philadelphia, returning from Schwenksville at 5:30 a. M. and 1 P. M. Stage lines for the various points in Ferklomen Valley connect with trains at Collegeville and Stippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5:30 and 1:30 and 1:30 P. M., passing Reading at 12:35 A. M. and 1:36 and 1:30 P. M., and connecting at ilarrisburg with Pennsylvania and Northera Contral Railraul Express trains for Pittsburg, Chicago, Williamsport, Emaira, Baitlinfore, etc.

Returning Express train leaves Harrisburg on arrival of Penusyivania Express from Pittsburg at 210 and 520 A. M. and 445 P. M., passing Reading at 440 and 705 A. M. and 645 P. M., passing Reading at 440 and 705 A. M. and 646 P. M., and arriving at New York at 10 A. M. and 1145 and 1020 P. M. Sleeping cars accompany these trains brough between Jersey City and Fittsburg without

change,
A Mail train for New York leaves Harrisburg at
\$10 A. M. and 205 P. M. Mail train for Harrisburg
leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at \$25 A. M. and \$20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for The grove and Tremont, returning from Harrisburg at 7:25 and 11:50 A. M., and from Tremont at 6:45 A. M., and 5:05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Potistown Accommodation

Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. dis-count, between any points designed, for families

MILEAGE TICKETS .- Good for 2000 miles, between all points, at \$52 50 each, for families and

firms, SEASON TICKETS,-For three, six, nine, or welve months, for holders only, to all points, at rewill be farnished with cards entitling themselves and wives to tickets at half fare, EXCURSION TICKETS from Figure 1 to

principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT -Goods of all descriptions forwarded

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 Å, M., and for the principal stations only at 2-15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4-25 A. M., 12-45 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Phi adelphia Dep Orders can be left at No. 225 South FOURTH Stre

or at the Depot, THIRTEENTH and CALLOWHILL

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD, TIME TABLE Trains will leave Depot corner Broad street and Washing-on avenue as follows:—

Mail Train at 8:30 A. M. (Sunday excepted)

Way Mail Train at \$30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations, connecting with Delaware Railroad at Wilnington for Crisifeld and Intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle,

Express Train at 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Chaymont, Wilmington, Newark, Eikton, North-Bast, Perryville, Havre-de-Grace, Perryman's, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnelia.
Passengers for Fortress Monroe and Norfolk will take the 12 00 M. train.
WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and

Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Baliroad for Harrington and Intermediate Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M.

Train from Wimington runs dally; all other Accommodation Trains Sundays excepted.

From Estimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail; 9:35 A. M., Express; 2:25 P. M., Express; 2:25 P Leaves Baltimore at 725 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Ciaymont, Linwood,

Stanton, Newport, Willington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 7 00 A. M. and 4*35 P. M.

The 7*90 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1*50 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5*40 A. M., 9*25 A. M., and 2*30 P. M.

Trains leaving Wilmington at 6*30 A. M. and 4*15 P. M. will connect at Lamokin Junction with 7*50 A. M.

M. will connect at Lamokin Junction with 7-09 A. M. and 4-15 P. M. will connect at Lamokin Junction with 7-09 A. M. and 4-20 P. M. Trains for Baltimore Central R. R. Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be seened during the day. Persons mychaling the fax. secured during the day. Persons purchasing tickets at this office can have baggage checked at their resi dence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

RAILROAD LINES.

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New York and Way Places.

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At 8 A. M., via Camden and Amboy Express... 3-00

At 6 P. M., for Amboy and intermediate stations.

At 6-30 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for I and and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3-20, and 4-30 P. M., for Trenton.

renton, At 630, S, and 10 A. M., 12 M., 2, 350, 430, 6, 7, and 130 P. M. for Bordentown, Florence, Burington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 2:30, 4:30, 6, 7, and 11:30
P. M., for Edgewater, Riverside, Riverton, Palmyrs, and Fish House, and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, Chronostido.

(upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Pare, \$3.

At 150 and 11 A. M., 230, 230, and 5 P. M. for Trenton and Bristol, and 10 15 A. M. and 6 P. M. for Bristol. At 750 and 11 A. M., 250 and 5 P. M. for Morris-At 5 50 and 10 15 A. M., and 2 30, 5, and 6 P. M. for Chance's and Eddington.

At 7:30 and 10:15 A. M., 250, 4, 5, and 6 P. M., for ornwell's, Torresdale, Holmesburg, Tacony, Wishnoming, Eridesburg, and Frankford, and at 8:30 P. M., for Holmesburg and intermediate stations, FROM WEST PHILADELIPHIA DEFOT.

Via Connecting Railway.

At 9-50 A. M., 120, 4, 645, 8, and 12 P. M. Now ork Express Lines, via Jersey City. Fare, \$3-25.

At 1130 P. M., Emigrant Line Fare, \$2.

At 9-20 A. M., 1-20, 4, 6-45, 8, and 12 P. M., for

At 9 30 A. M., 4, 648, and 12 P. M., for Bristol. At 12 P. M. (Night), for Morrisville, Tullytown, thenck's, Eddington, Cornwell's, Torrestale, olmesburg, Tacony, Wissinoming, Bridesburg, and

Frankford.
The 9-30 A. M., 8 and 12 P. M. Lines will run dally.
All others, Sundays excepted.
For Lines leaving Kensington Depot, take the
cars on Third or Full street, at Chesaut, 32 minutes
before departure. The cars of Market Street Raiiway run direct to West Philadelphia Depot. Chesaut
and Waltart within one equare. On Sandays the
Market Street cars will run to connect with the 9-30
A. M., 8 and 12 P. M. lines.

BELVIDERE DELAWARE HAULBOAD LINES.

FELVIDERE DELAWARE HAVE MOAD LENES.
FROM KENSINGTON DEPOT.
At 7:20 A. M. for Ningara Fails, Barcala, Dunkirk,
Emitra, Blacca, Gwego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre,
Schooley's Noungain, etc.
At 7:20 A. M. and 5:30 P. M. for Scranton, Stronds-

arg, Water Gap, Belviolere, Easten, Lamoertville, lemington, etc. The 350 P. M. Line connects direct th the train leaving Easton for Mauch Chunk, llentown, Bethlehem, etc.
At 11 A. M. and 5 P. M., for Lambertville and inermediate stations.

AMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

FROM MARKET STREET FERRY (UPPER SIDE). FROM MAKERT STREET FEBRY (UPPER SIDE).
At 7 and 10 A. M., 1, 245, 350, 5, and 630 P. M., for
Merchantyfile, Moorestown, Hartford, Masenville,
itainesport, Mouat Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown,
At 7 A. M., i and 230 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Fornerstown, Cream Ridge, Imiaystown, Shiron, and Highestown, Cream Ridge, Imiaystown, Shiron, and Highestown, Cream Reige Imlaystown, Sharon, and Hight town, WHAIAM H. GATZMER, Agont.

DENNSYLVANIA CENTRAL RAILROAD, The trains of the Pennsylvania Central Railroad eave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Walnut streets

ars run within one square of the Depot.
Sleeping-car tickets can be had on application at
the Ticket Office, N. W. corner Ninth and Chesnut Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will

receive attention,	
TRAINS LEAVE EPOT, VIZ.;-	
Mail Train 8:00 A.	M
Pholi Accommodat'n . 10 30 A. M., 1 10 and 7:10 P.	M
Fast Line 11:50 A.	
Erie Express	Mr.
Harrisburg Accommodation 2:30 P.	M
Lancaster Accomm dation, 400 P.	
Parkesburg Train	
Cincinnati Express 8 00 P.	
Frie Mall and Pittsburg Express. 9-30 P.	
Philadelphia Express, 12 night,	21,
Erie Mail leaves daily, except Sunday, running	

Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily except Sunday. daily, except Sanday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 Market street.

Market street.

THAINS ARRIVE AT DEFOT, VIZ.:
Cincinnati Express. 2.45 A. M.
Philaderphia Express. 6.20 A. M.
Eric Mail 6.20 A. M.
Paoli Accommodation, 8.20 A. M., 4.05 and 6.35 P. M.

Pacific Express. 130 P. M.
Pacific Express. 825 P. M.
Harrisburg Accommodation 940 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,

The Pennsylvania Raliroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the state of the stat in value will be at the risk of the owner, unless taken by special contract, EDWARD H. WILLIAMS,

General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD. — FOR Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton.

Passenger, Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays expected as follows: epted) as follows:— At 7:45 A. M. (Express) for Bethlehem, Allentown,

Mauch Chuuk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Fittston, and Tunkhainock. At 245 A. M. (Express) for Bethlebem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads. At 145 P. M. (Express) for Bethlehem, Eastor, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and

At 5:00 P. M. for Bethlehem, Easton, Allentown, For Port Washington at 645 and 1045 A. M., and 1130 P. M.

[740 F. M. Abington at 1 15, 3 15, 5 20, and 8 P. M. For Lansdale at 6 20 P. M. Fifth and Sixth Streets, Second and Third Streets, d Union City Passenger Railways run to the new

depot, TRAINS ARRIVE IN PHILADELPHIA, From Bethlehem at 9 00 A. M., 2 10, 4 45, and 8 25 P. M. . M. From Doylestown at 8.25 A. M., 4.55 and 7.05 P. M. Fram Lansdale at 7.20 A. M. From Fort Washington at 9 20, 10 35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS. ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Manu's North Pennsylvania Baggage Express
Office. No. 105 S. FIFTH Street. Office, No. 105 S. FIFTH Street, ELLIS CLARK, Agent.

W EST JERSEY RAFLROADS.
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper

Ferry) at 8:15 A. M., Mail, for Bridgeton, Salem, Millville, Vinciand, and all intermediate stations, 3:15 P. M., Mail, for Cape May, Millville, Vincland, and way stations below Glassboro, 3:50 P. M., Passenger, for Bridgeton, Salem, and all intermediate stations. 50 P. M., Woodbury and Glassboro accommoda-

Freight train for all stations leaves Camden dally, 12 o'clock, noon. Freight received in Philadelat 12 o'clock, noon. Freight received in Philadelphia at account covered wharf below Walnut Street.
Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between Philadelphia and all stations.

W.M. J. Silvielle, Superintendent.

9 20

eptember 16, 1809. RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-

TIME TABLE.

POR GRIMANTOWN.

Leave Philadelphia at 6, 7, 8, 9-98, 10, 11, 12 A. M., 2, 3\forall, 4, 435, 6-95, 5\forall, 6, 6\forall, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 7, 7%, S, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, S, 9, 10, 11 P. M.
The 8-20 down train and Mg and 5% up trains will
not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10%

Leave Germantown at 845 A. M., 1, 3, 6, and 914 CHESNUT HILL RAILFOAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 9, and 11 P. M.

Leave Chesnut Hill at 720, 8, 940, 1140 A. Mr, 140,

Leave Chesnut Full at 740, 8, 9 at, 1140 A. Mr. 140, 840, 540, 840, 840, and 1040 J. M.

ON SUNDAYS.

Leave Philadelphia at 815 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 1240, 540, and 8-25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philade phia at 6, 756, 0, and 11 05 A. M., 156, 456, 5, 556, 656, 805, 1005, and 11 0 P. M.
Leave Norristown at 540, 65 1, 756, 9, and 11 A. Leave Norristown at 540, 65 1. 14, 9, and 11 A. M., 136, 3, 436, 64, 8, and 936 1. M.
The 734 A. M. train from Norristown will not stop t Mogee's, Potts Landing, Domino, or Schurs

The 5 P. M. train from Philadelphia will stop only at School lane, Managunk, and Consholocken.
ON SUNDAYS.
Leave Filladelphia at 9 A. M., 256, 4, and 756 Leave Norristown at 7 A. M., 1, 5%, and 5 P. M.

0, 25g, and 113g in will stop only

Constant and Ambayans,

ON SUNDAYS,

Leave Philadelphia at 3 A. M., 135, 4, and 74, P. M.

Leave Manayank at 35 A. M., 135, 4, and 955 P. M.

W. S. WILSON, General Reperintendent,

Depot, NINTH and SELERN Streets. E. 4, and 7M P. M. 6, and 9M P. M.

WEST CHESTER AND RAILROAD. Leave Philadelphia from Park FHST and CHESNUT Streets, 12 230 P. M., 425 P. M., 440 P. M. PHILADELPHIA Depot, THIRTY Leave West Chester from 1 street, at 625 A. M., 800 A. M., 145 P. M., 450 P. M., and 6 Train leaving West Chester at R. C. Junction, Lenni, Glon A. M., 10 15 A. A. M. will stop sengers to or from stations and B. C. Junction going East & West Chester at 7-45 A. M. e train leaving B. C. Junction, and going West, passengers for stations above B. C. Junction was take train leaving Philadelphia at 446 P. M., and all change cars a B. C. Junction.

The Depot in Philadelphia is tracked directly by the Chesnut and Walnut streets cars. Those of the Market street line run within and aguare. The

cars of both lines connect with each train upon its arrival. Leave Philadelphia for West Constar at 8:00 A. M. and 2 00 P. M. Leave West Chester for Philadelphia at 755 A. M. WILLIAM C. WHERLER,

DHILADELPHIA AND ERIE RAILROAD. On and after MONDAY, Sept. 6, 1869, the Trains on the Philadelphia and Eric Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphia:

920 P. M. Williamsport arrives at Erie. ERIE EXPRESS leaves Philadelphia.
Williamsport arrives at En

ELMIRA MAIL leaves Philadelphia. Williamsport arrives at Lock Haven. . . 7:30 P. M. MAIL TRAIN leaves Erie. Williamsport. 6-10 A. M. 3-20 P. M. ERIE EXPRESS leaves Erie. . . . " Williamsport arrives at Philadel indeiphia. ELMIRA MAIL leaves Lock Haven... BUFFALO EXP. icaves 1.0cs 11.west. 8.45 A. M.

" william sport. 8.45 A. M.

BUFFALO EXP. icaves William sport. 12.20 A. M.

" Harrisbarg. 510 A. M.

" Brrives at Philadelphia. 9.25 A. M. press East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton trains of Oil Creek and Allegheny River Railro

PROPOSALS. DROPOSALS FOR FORAGE

ALL, TYLER, FRED General Superintendent.

DEPOT QUARTERDIASTER'S OFFICE, 1 Washington, D. C., Sept. 25, 1869.)

Proposals are invited from responsible parties until 12 M., MONDAY, Oct. 25, 1869. for furnishing until 12 M., MONDAY, Oct. 25, 1869, for furnishing all the CORN, OATS, HAY, and RYE STRAW (to be of first-class merchantable quality) required at this depot during the year commencing Nov. 1, 1869. Forage and Straw to be delivered mouthly, anywhere within one mile of limits of the cities of Washington and Georgetown, at Fort Whipple, Va., about one and a hair miles from Georgetown, and a small quantity at Soldiers' Home, and in such quantities and at such times as ordered by the Quartermaster in charge. Corn to be delivered in your sacks, of in charge. Corn to be delivered in good sacks, of about two bushels each, iffty-six (56) pounds to the bushel; Oats in like sacks of about three bushels each, of not less than thirty-two (a) pounds to th bushel; Hay and Straw baled, and to weigh two

housand (2000) pounds per ton.

Bidders will state the price of Oats and Corn per bushel, including sacks, and also price without sacks, and of Hay and Straw per ton.

and of Hay and Straw per ton.

The quantity required each month is estimated at four hundred and ninety-five bushels of Corn, two thousand five hundred and thacty-eight bushels of Cats, sixty-four tons of Hay, and sixteen tons of Straw This is not given, however, as busing the United States to receive just that quantity, but simply as the nearest practicable approximation or what may be re-

uired each month.

The United States reserves the right to increase he above quantity, by one-fourth, of any time during the continuance of the contract, by giving thirty The contractor will be required to keep at least one

month's supply of forage and straw on hand, and to have a place of business in this obs. Guarantees will be furnished with each bid in the sum of five thousand dollars, signed ble surcties, that the bidder will, if s six days after his acceptance, exemi-A bond in the sum of twenty the area signed by himself and the / (#20,000) dol-

ill be required of the succession

ul fulfilment of his contract.
Payments will be made montoorage and straw delivered, if the thereafter as funds are furnished for the purpose. None to be paid for except on recognish of the purities to whom delivery has been ordered. All bids will be submitted to the Quartermastereneral before awarding confined.

Deliveries to commence immediately after award

of contract.

Proposals, in duplicate, will be addressed to the undersigned, with copy of advertisement attached, marked "Proposals for Forage," and indiders are invited to be present at the opening 51 to its. By order of the Quartermaster-General, J. C. McFERRAN,

Deputy Quartermaster-General, Brevet Brigadier-General, U. S. A., and Depot Quartermaster.

DROPOSALS FOR FRESH BEEF. OFFICE OF A. C. S.,

OFFICE OF A. C. S.,

FRANKPOID ARSENAL, PA.,
October 8, 1869.

Sealed proposals, in duplicate, will be received by
the undersigned at his office until 12 M., October 30,
1869, for furnishing the troops stationed at Frankford Arsenal with FRESH BELF, of a good marketable quality, in equal proportions of fore and hind ford Arsenal with FRESH BEEF, of a good marketable quality, in equal proportions of fore and hind quarters, excluding neeks, shanks, and kidney tablow. The Best to be delivered free of cost to the troops, in such quantities and on such days as may be from time to time required by the proper anteresting time as the Commissary-General shall direct, less time as the Commissary-General shall direc

10 Striwet Brevet Captain U. S. A., A. C. S.

THE ADAMS EXPRESS COMPANY, OFFICE No. 323 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

H. OOLEMAN.

Superintendant

AUOTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 Extensive Sale at the Auction Rooms, Nos. 129 and 148

Extensive Sale at the Anction Rooms, Nos. 129 and 141
S. Fourth a reet.

SUPERIOR HOUSEHOLD FURNITURE, PIANOS,
MIRRI RS, FILE PROOF RAFE, HANDSOME VIELVET, BRUSSELS AND OTHER CARPETS, &c.

On Thursday Morning.

October Eth, at 9 o'clock, at the Auction Rooms, by catalogue, a large assortment of superior Household furniture, compraint five suits bandsome walmut parlow furniture, covered with brocatella, plush, raps and hair cloth; theary and dining room furniture; four walmut chamber suits; maluganny plano-lorte, Franch plate mirrors; valunt wardrobes, bookcases, side boards, extension, centre, and bonquet tables; dounges, hat stand, etgeres, office glocks and plated ware, fine laby mattrees, feather beds, bolaters and pillows, superior fire-proof safe, made by Evans & Walson; two iron chesis, sewing machines, large meat stall, refrigerators, chandelors, counters, eight pumper, gas-consuming cooking stores, landsome voivet. Brussels, and other carpets, etc.

Also, superior chromometer, made by Charles Frodsham, is karat gold hunting case.

PAST TROTTING HORSES

Peremptory sale. For account of whom it may concern. At 12 o'clock, neon, I sorred stallion, 9 years old stylish, plant to the did a stalled for a decimal plate of the pole in 247; both forces travel and drive well ether single or to pole.

Also, I Bunlap's spiring leather-top buggy. 18 12 24

HANDSOME TURNIFURE, PIANO-FORTE, WARD-ROBE, HANDSOME BRUSSEIS AND OTHER CARPETS, VINE FEATHER BEDS, HAIR MAT-TRESSES.

CARPETS, FINE FEATHER BEDS, HARR MATTHESSES.

Ou Friday Morning.

October 15, at 10 o'oleck, at No. 722 N. Sixteenth, below Brown street, by catalogue, the entire furniture, comprising experior wainut parlor and chamber suits, wainut chings seem furniture, wainut wardrobs, handsome rose word plano, made by A. Bourfeld, handsome Brussels and other carpets line leather beds, fine hair mattresses, china and glassware, cooking atensils, etc.

The furniture was made to order by Moore & Campion, May be examined at 8 o'clock on the morning of sale.

VALUABLE ROLLING MILL MACHINERY, STRAM ENGINES, ROLLS, ROHLERS, FURNACES, ANGLE AND THE HON, ETC.

Outworks, at the Fairmount Iron Works, On Wednesday Morning,
October 20, at 11 o'clock, at the Fairmount Iron Works, Coates street where, river Schwitzell, will be sold at public sale, without reserve, the entire valuable machinery, stems engines at:

eam engines, etc. Particulars in catalogues new ready.

f weaths, On the evenings of Wednesday and Thursday, October 29 THE CHOICE AND ELEGANT COLLECTION OF PAINTINGS BELONGING TO MR CHARLES F. HASELTINE. NOW ON EXHIBITION, FREM UNTIL DAYS OF SALE, AT HIS GALLERIES, NO. 1125 CHESNUT STREET. The collection, with other choice works by great mon. has fine specimens of the following. Merle, Country. Chayot.

aughnier, C. Koekkoek, arl Becker, Lajeune. Schaffels, Davgelas, Herbsthafter. lastan, lempte Calix, sobrichen, Trayer, E.to. etc. etc. 19 \$ 121

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 22 and 24 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, Oct. 14, at 10 o'clock, on four months' credit. 1935t

IMPORTANT SALE OF CARPETINGS, OIL CLOTES, ETO, ETC. On Friday Morning. Oct 15, at 11 o'clock, on four mouths' credit, about 200 picces ingrain, Venetian, list, hemp, cottage, and rag car-petings, oil cloths, rugs, etc.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning. Oct. 12, at 10 o'clock, on four months' oredit. 10 12 5t SALE OF 200 CASES BOOTS, SHOES, HATS, CAPS, Ou Tuesday Morning.
Oct. 19, at 10 o'clock, on four months' credit. 10 13 5t

MARTIN BROTHERS, AUCTIONEERS,— No. 529 CHESNUT Street, rear entrance from Minor.

Sale at No. 524 North Fifth street,

HANDSOME WALNUT PARLOR FURNITURE,
Handsome Walnut and Oak Chamber Furniture, Elegant Rosewood Zoutave Piano Forte, Handsome Velvet
and Brussels Carpets, Handsome English Brussels Hall
and Stair Carpets, Elegant Walnut Buffot Sideboard,
Cottage Chamber Furniture, Fine Feather Beds, Out
Glassware, Fine French China, Kitchen Furniture, Etc.
On Thuesday Morning,
Mih inst., at 16 o'clock, at No. 554 N. Fifth street, below
Green street, by catalogue, the entire handsome furniture,
elegant noewood plane forte, etc. Treen street, by catalogue, the entire handsome furniture elegant reserved plane forte, etc.

May be seen early on the morning of sale. [10.854]

THE ENTIRE HOUSEHOLD FURNITURE, CAR-On Friday Morning, October lith, at le o'clock.

C. D. MCCLEES & CO., AUCTIONEERS,

LARGE AND ATTRACTIVE SALE OF BOOTS, SHOES, BROGANS, ETC.
On Thursday Morning
Oct 14, at 10 o'clock, embracing prime and seasonable goods from the best city and Eastern manufactories, to which we invite the attention of the trade.

1911 3t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHISNUT Street, rear entrance No. 1107 Sansom street.

Sale at the Auction Store, No. IIIo Chesnut street, UPERIOR MOUSEHOLD FURNITURE, PIANO-FORTES, Large Mirrors, Gas Chandellers, Carpets, Silver Plated Ware, China, Paintings, Engravings, etc.,

otc. On Friday Morning,
At 9 o'clock, at the auction store, No. 1110 Chesaut
street, will be sold, by catalogue, a large assortment of
superior furniture from families declining housekeep10 13 21 LIPPINCOTT, SON & CO., AUCTIONEERS

Brootes Brands S. C. O. T. T. J. R.

GOVERNMENT SALES. GOVERNMENT SALE OF CLOTHING AND

OF EQUIPAGE.

DEPUTY QUARTERMASTER-GENERAL'S OFFICE,
PRILADELPHIA, October 7, 1869.

Will be sold at public auction, at Schuyikili
Arsenal, on THURSDAY, November 11, 1869, commencing at 10 octobe A. M., under the direction of
Captain William II. GILL, Military Storekeeper
United States Army, a large lot of unserviceable and damaged clothing, camp and garrison equipage, ensisting of 21,267 Woollen Blankets.

14.950 Uniform Coats.

4,000 Great Coats, mounted. 24,800 Pairs Stockings. 2.065 Pairs Trowsers.

4,565 Shelter Tents, and other articles. Terms cash—payable in United States currency. All property purchased must be removed within

Goods will be sold in lots to suit purchasers.
Catalogues will be furnished on application at this office, or at the office of Captain GILL. Soluyikili Arsenal, or at the Auction Rooms of M. THOMAS SONS, Nos. 139 and 141 South FOURTH Street. STEWART VAN VLIET,

and Brevet Major-General, U. S. A.

LOOKING GLASSES, ETC. ESTABLISHED 1795.

A. S. ROBINSON,

FRENCH PLATE LOOKING-GLASSES, BEAUTIFUL CHROMOS,

PAINTINGS, Manufacturer of all kinds of

LOOKING-GLASS, PORTRAIT, AND PICTURE FRAMES. NO. 910 CHESNUT STREET, 8 15 Pifth door above the Continental, Phila.

ICE OREAM AND WATER ICE. CELEBRATED

The purest and best in the price can be carried in a paper without melting, or sea. for balls, parties, etc.

The leading physicians of The leading physicians of pure from the country.

ICE CREAMS AND WATER I Are kept constantly on band, F. J. ALLEGR No. 1334 WALNU